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File 204

CENTRAL INTELLIGENCE AGENCY

REPORT NO. []

INFORMATION REPORT

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COUNTRY USSR (Moscow Oblast)

DATE DISTR.

25 May 1950

SUBJECT Observation at Zhukovski Airfield and Tsagi Plant

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1. Airfield:

- a. Location and boundaries: See Annexes 1 and 2. The locality of Zhukovski, which consisted of a few log houses, was northwest of the Tsagi Plant.
- b. The landing field had a good, dry grass cover. Since subsoil was sandy, the field was dry even after prolonged rains.
- c. Runway:

One N-S runway with an estimated length of 1,000 meters and a width of 100 meters. One W-E runway, in early 1947 estimated at 3,500 meters, also about 100 meters wide. It was being expanded toward the west and the east. The construction work started in May 1947 but was interrupted in October 1947 due to severe frosts. Source worked at the concrete mixing machine. He saw that the runway was being provided with several layers of concrete resting on a layer of stones and wire netting.

- d. The airfield was being extended 2 km toward the east as far as the border of a stagnant water. [] the project was completed in May 1949.
- e. There was a concrete apron about 200 meters wide extending from the hangars to the runway.
- f. Airfield buildings: See Annex 2.
- g. The field had obstacle lights.
- h. Source did not see any aircraft crashes but [] that two jet fighters crashed in May 1946.

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1. Parachute jumps were seen in the summer of 1947 and 1948 from a twin-engine Douglas transport. Each of the parachutists (maximum number seen: two) used two parachutes, one opening after the other.

2. Tsagi Plant (see Annexes 1 and 7):

The workshop on the eastern border of the plant area had large windows facing the street. When walking along this street source saw that work was done on a four-engine plane. The wind tunnel was in a tower 20 meters high.

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Since the spring of 1949 a loud hissing and roaring sound coming from the plant was heard at night.

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3. German technical personnel:

Source made the acquaintance of a German engineer, who worked in the Tsagi Plant, was deported with his family from Berlin in 1945.

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In December 1948 source learned that work was being done in the plant on V-weapons. No details were learned. It was very difficult to speak with the German civilians as they were strictly guarded.

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In August 1949 source saw two trucks with about 40 German civilians proceeding from the direction of the airfield toward the German settlement located in the direction of Bikovo on a railroad line.

4. Observed aircraft: See Annexes 4 through 14.

Comment:

a. The attached sketches of the Tsagi Test Plant show only the approximate location of the plant since the mentioned measurements of distances were made from memory and represent only estimates. However, the data are of value.

b. A special location sketch of this area drawn from a map on a scale of 1:300,000 is attached (see Annex 1). The Tsagi Plant is east of Zhukovski and the Kuzelo settlement. It borders on the village of Sabolotye on the south. Prior to the completion of the branch line, originating in Bikovo, the plant was reached from the Zhukovski railroad station on the main railroad line.

c. The extension of the airfield mentioned in para 1 d was probably made possible by the filling up of the brook between Zhukovski and Sabolotye. The attached aircraft sketches reveal a gift for accurate observation and constitute the first reliable data of the development of Soviet bomber designs.

d. The six-engine jet aircraft design shown in Annex 4 was mentioned for the first time. A version of the Ju-287 had the same arrangement of power plants but the configuration of the wings rules out the possibility that the observed plane was a Junkers design. However, the shape of the cockpit and the arrangement of the power plants indicate the influence of German designers. The similarity of the designs shown in Annexes 4 and 8 leads to the conclusion that both represent the same II type to be tested with different arrangements of the power plants. Annex 8 is a good reproduction of the version of the II bomber fitted with 4 engines suspended from the wings on short connection pieces.

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- e. The three-engine jet aircraft design shown in Annex 5 does not seem to be the design mentioned in a previous report. However, since errors in observation possibly occurred in the two pertinent reports, they may be similar in design.
 - f. The aircraft shown in Annex 6 bears a certain resemblance to the Yak-17 but this type has its cockpit forward of the wings. Also, in this case, the arrangement of the cockpit as shown in this annex may be due to an error in observation.
 - g. The plane reproduced in Annex 7 could not be identified. Similar configurations were observed by other returnees; in March 1949 they were seen for the first time in Zhukovski.
 - h. The sketches of Annexes 9 and 10 are in agreement with those furnished by other returnees on the four-engine Tupolev bomber and the swept-back jet fighter which probably is not a Mik design because of its rounded wing tips.
 - j. The plane shown in Annex 11, according to the time when it was seen, is believed to be a Me-163 design.
 - k. The testing of wing bombs or rockets as mentioned in Annex 12 was reported several times. The statements contained in this report support the assumption that these devices were remote-controlled missiles of the Henschel wing-bomb type and not suspended parasite fighters.
 - l. Annex 13 probably represents a type LI-2 plane fitted with a standard mine clearing device used for magnetic mines.
 - m. No type identification is possible from the vague description given in Annex 14. The mounting of a booster rocket as reproduced in the sketch appears improbable from a technical point of view. The device is therefore believed to be rather a spray set or a set used for the laying of smoke screens.
 - n. Although the attached sketches may contain some errors in observation they seem to prove that, beginning in 1949, the testing of jet bombers and their armament such as wing-bombs etc. was intensified. This assumption is supported by the reported activities in the field of radar (see legend to Annex 2, paras 1 and 2).
 - o. Engineer [REDACTED] mentioned in para 3 seems to be the engineer of the same name mentioned in a previous report. [REDACTED] This engineer. [REDACTED] was deported to Moscow. The definite identification of this man would conclusively prove that remote-controlled missiles are actually being tested in Zhukovski.
- 15 Annexes: 15 Blueprints.

- a: Sketch of the area southeast of Moscow drawn from a map on a scale of 1:300,000
- 1: Location sketch of the Stakhanovo Airfield and the Tsagi Plant
- 2: Layout sketch of the Stakhanovo Airfield
- 3: Layout sketch of the Tsagi Plant

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- Annex
- 4: Six-engine Jet Plane Seen in Stakhanovo
 - 5: Three-engine Jet Plane Seen in Stakhanovo
 - 6: Jet Plane Seen in Stakhanovo
 - 7: Aircraft Seen in Stakhanovo
 - 8: Four-engine Jet Plane Seen in Stakhanovo
 - 9: Four-engine Conventional Bomber Seen in Stakhanovo
 - 10: Jet Plane Seen in Stakhanovo
 - 11: Rocket-Propelled Plane Seen in Stakhanovo
 - 12: Twin-engine Conventional Bomber Seen in Stakhanovo
 - 13: Type Douglas Plane with an Iron Ring under the Fuselage as Seen in Stakhanovo
 - 14: Twin-engine Conventional Plane with Booster Rocket Seen in Stakhanovo

Legend of Annex 2:

- 1 Radio station, a three-story building 10 meters square. Five or six about 15-meter steel masts were near the building. No details on forms of antennas available.
- 2 Meadow serving as parking site occupied by about 30 vehicles and trailers (radio trucks, DE trucks, power units, trailers with antennas for type Muerzburg and Freya radars. The antennas of the Freya type radar had a rectangular frame with a net-like grid system with small rods projecting from it, while the antennas of the Muerzburg type radar set had large "hemispherical reflectors" (parabolic antenna reflectors).
- 3 Two large hangars, steel and concrete structures; a workshop was in each of them.
- 4 Concrete apron, parking site for four-engine aircraft.
- 5 PW Camp No. 7856.
- 6 Small club house.

⊗ and X: Places of work where source was employed

-----: Ways taken by source at different time periods.

Comment: Zhukovski was previously known as Stakhanovo.

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